

**CITY OF LODI
INFORMAL INFORMATIONAL MEETING
"SHIRTSLEEVE" SESSION
CARNEGIE FORUM, 305 WEST PINE STREET
TUESDAY, OCTOBER 7, 2003**

An Informal Informational Meeting ("Shirtsleeve" Session) of the Lodi City Council was held Tuesday, October 7, 2003, commencing at 7:03 a.m.

A. ROLL CALL

Present: Council Members – Beckman, Hansen, and Howard

Absent: Council Members – Land and Mayor Hitchcock

Also Present: City Manager Flynn, Deputy City Attorney Schwabauer, and City Clerk Blackston

B. CITY COUNCIL CALENDAR UPDATE

City Clerk Blackston reviewed the weekly calendar (filed).

C. TOPIC(S)

C-1 "San Joaquin Council of Governments Update"

City Manager Flynn commented that issues have been raised regarding whether the north county is getting its fair share of infrastructure improvements. He suggested that rather than widen roads near Tracy to accommodate the large number of commuters, it may better serve to improve the quality of life for these residents to exert effort toward moving businesses from the Bay Area to San Joaquin County. Another alternative would be to provide adequate housing in the Bay Area, which would eliminate the need to commute from long distances.

Public Works Director Prima introduced Steve Mayo, Regional Planner, and Mike Swearingen, Senior Regional Planner, with the San Joaquin Council of Governments (SJCOG). He noted that SJCOG plays an integral role in transportation funding and has a responsibility to consider projects from a regional perspective.

Mr. Swearingen read SJCOG's mission statement: "Partner with local governments, private sector, and community groups as a forum, facilitator, and administrator of regional programs and to advocate for regional and interregional issues in the development of a comprehensive strategy to achieve resolution." He reported that the SJCOG Board consists of one elected official from each jurisdiction, with two representatives from Stockton, and two from the San Joaquin County Board of Supervisors. He noted that SJCOG is also designated as, or responsible for, the following:

- Metropolitan planning organization;
- Regional transportation planning agency;
- Local transportation authority;
- Habitat planning agency;
- Airport land use commission;
- Commute connection;
- Freeway service patrol;
- Interregional partnership;
- Measure K implementation and renewal process;
- Habitat conservation plan;
- Regional transportation impact fee; and
- Air quality planning.

Mr. Swearingen reported that each year SJCOG organizes the annual One Voice trip to Washington D.C., at which stakeholders from the region work with congress members and senators to lobby for federal funding. To date \$36 million has been secured due to this effort. He stated that the Measure K half-cent transportation sales tax generates \$37 million annually, which is designated as follows:

- 35% – Lodi street repair program;
- 32.5% – Rail and bus;
- 25% – Congestion relief; and
- 7.5% – Railroad safety crossings.

Mr. Swearingen noted that Lodi receives \$796,000 a year in local street repair funds from Measure K. Measure K sunsets in 2011 and renewal efforts are now underway. It is hoped to have the Measure K renewal on the ballot in 2004, which will require a two-thirds majority vote for approval.

The Habitat Conservation Plan examines issues related to development, agriculture, public plans, and endangered species. Preserves that have been acquired for the Plan include:

- 310 acres – McDonald Kit Fox preserve;
- 27 acres – Cabral Island;
- 380 acres – Nuss Farms; and
- 324 acres – in Farmington.

Mr. Swearingen stated that the Regional Transportation Impact Fee is still in the development stages and Council will be provided an update at a future meeting. He reported that there is an effort to create a separate air quality planning area for the counties of San Joaquin, Stanislaus, and Merced within the eight county San Joaquin Valley Air Pollution Control District. The Commute Connection promotes carpooling, bicycling, vanpooling, and the use of public transit. Due to this program in 2002 there were 2,766 cars removed from roadways, which equates to 103 miles that were not traveled and 3,500,000 pounds of pollutants that were removed. He noted that anytime there is a land use decision that falls within the sphere of influence around airports, it comes to the SJCOG Airport Land Use Commission. He explained that the Interregional Partnership is an endeavor between the Bay Area COG, Stanislaus COG, and SJCOG to deal with the jobs/housing imbalance by establishing infrastructure financing districts and job opportunity zones within these areas.

In reply to questions posed by Council Member Hansen, Mr. Swearingen explained that the private industry dedicates funds to support the effort toward the Measure K renewal process. A \$96 million project has been suggested to widen the area of Interstate 205 through Tracy and the Altamont to eight lanes. In the next five years, Bay Area Rapid Transit (BART) is planning to make the link between Pleasanton and Livermore. Other alternatives include bus rapid transit and Altamont Commuter Express to Livermore to connect with BART.

Mayor Pro Tempore Howard noted that it is important to consider rail and transportation improvements from Lodi northward, not just south through Tracy. In addition an awareness of what percentage of dollars from San Joaquin County goes toward the southern portion of the connection would be prudent, considering that for Lodi, a significant portion of the population travels north.

Council Member Beckman asked how much money Lodi contributed into Measure K in 2002. Mr. Prima replied that Lodi represents 11% to 12% of the revenue, which would have amounted to nearly \$4 million in 2002.

In response to Council Member Hansen, Mr. Swearingen estimated that the segment of Kettleman Lane to Harney Lane would go into construction during 2003-04. In reference to the Regional Transportation Impact Fee, Mr. Swearingen explained that once it is approved by the SJCOC Board it would be submitted to each jurisdiction for their endorsement. The San Joaquin Partnership is conducting an in-depth study regarding impact fees placed on development and the compounding effect of these fees. The results of the study will be presented at the next Regional Transportation Impact Fee Policy committee meeting.

D. COMMENTS BY THE PUBLIC ON NON-AGENDA ITEMS

None.

E. ADJOURNMENT

No action was taken by the City Council. The meeting was adjourned at 7:55 a.m.

ATTEST:

Susan J. Blackston
City Clerk

Mayor's & Council Member's Weekly Calendar

WEEK OF October 7, 2003

Tuesday, October 7, 2003

- 7:00 a.m. Shirtsleeve Session.
1. San Joaquin Council of Governments Update
- 7:00 Special Meeting
1. Actual Litigation: Government Code; one case; Friedrich v. City of Lodi et al., Court of Appeal, Third Appellate District, Case No. CV 013678 (CA)
- 5:30 – 7:00 p.m. Ribbon Cutting/Grand Opening of It Figures!, 14A S. School Street, Lodi.

Reminder Special Election Day!!!

Wednesday, October 8, 2003

- 8:30 – 1:00 p.m. Lodi Electric Utility, Public Power Week Open House, 1331 S. Ham Lane.

Thursday, October 9, 2003

Friday, October 10, 2003

- 11:30 – 2:00 p.m. **Land.** East Bay Municipal Utility District 80th Pardee BBQ, McLean Hall, Valley Springs.
- 11:45 a.m. **Hitchcock, Howard, and Hansen.** Lodi Chamber of Commerce Mayor's State of the City Address, Crete Hall ~ Hutchins Street Square.
- 3:00 p.m. **Howard.** San Joaquin Regional Transit District Groundbreaking of the Downtown Transit Center.

Saturday, October 11, 2003

Sunday, October 12, 2003

Monday, October 13, 2003

Disclaimer: This calendar contains only information that was provided to the City Clerk's Office

filed 10-7-03

City of Lodi



Measure K Funded Projects

City of Lodi

Completed Projects

PROJECT: Chestnut Street

PROJECT SPONSOR: San Joaquin County

AGENCY COORDINATION: City of Lodi

PROJECT SCOPE:

Widen Chestnut Street to three lanes from Carolina Street to Mokelumne Street. Project length is 0.25 miles.

PROJECT COST ESTIMATES (\$1995)

Final Design	\$37,000
Construction	\$253,000

Total Cost \$290,000

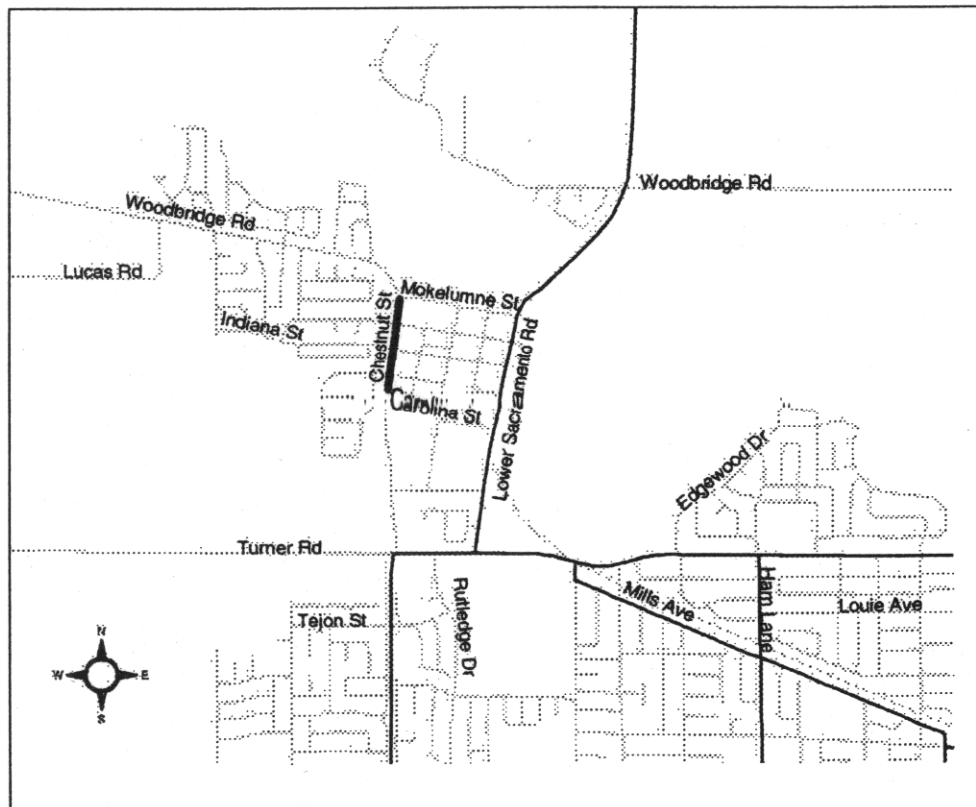
EXPECTED REVENUE SOURCES (\$1995)

Measure K	\$290,000
State:	\$13,000
State Local Partnership	

Total Revenues \$303,000
Surplus/(Shortfall) \$0

PROJECT SCHEDULE

	Start Date	Completion Date
Preliminary Design/Engineering	Completed	Completed
Environmental Review	Completed	Completed
Right-of-Way Acquisition	Completed	Completed
Final Design	Completed	Completed
Construction	Completed	Completed



PROJECT: Lodi Multimodal Station

PROJECT SPONSOR: City of Lodi

INTERESTED PARTIES: Regional Rail Commission

PROJECT SCOPE: The terminal provides connections with rail service, bus service (local, intercity and interregional), and bicycle routes. The historic Lodi Depot was renovated as part of the station. The Lodi Multimodal Station is located on Sacramento Street, between Pine and Walnut Streets. The Lodi Multimodal Station parking structure provides for all transit patrons and is located on Sacramento Street, between Elm and Pine Streets.

PROJECT COST ESTIMATES (\$2003)

Phase 1:	
Planning and Project Management	\$162,000
Feasibility	\$100,000
Phase 2:	
Site Planning	\$219,000
Environmental Review	\$79,000
Preliminary Engineering	\$95,000
Phase 3:	
Right-of-Way Acquisition	\$660,000
Phase 4:	
Final Design	\$283,000
Phase 5:	
Construction of Station	\$3,084,000
Phase 6:	
Parking Structure Design and Construction	\$7,326,000

Total Cost \$12,008,000

EXPECTED REVENUE SOURCES (\$2003)

Measure K	\$3,658,161
Local:	
Transportation Development Act	\$1,198,400
Air District	\$317,000
City of Lodi	\$250,000
State:	
Transit Capital Improvement Program	\$1,089,400
Federal:	
Transportation Enhancement Activities	\$528,000
Federal Transit Administration	\$4,671,681
Other	\$295,358

Total Revenues \$12,008,000

Surplus/(Shortfall) 0

PROJECT SCHEDULE

	Start Date	Completion Date
Phase 1: Feasibility	92/93	COMPLETED
Phase 2: Site Planning	94/95	COMPLETED
Phase 2: Environmental Review	95/96	COMPLETED
Phase 2: Preliminary Engineering	95/96	COMPLETED
Phase 3: Right-of-Way	96/97	COMPLETED
Phase 4: Final Design	97/98	COMPLETED
Phase 5: Construction of Station	98/99	COMPLETED (10/99)
Phase 6: Parking Structure Design	99/00	COMPLETED
Phase 7: Parking Structure Construction	00/01	COMPLETED (03/02)



PROJECT: Lower Sacramento Road (Segment 1)

PROJECT SPONSOR: City of Lodi

AGENCY COORDINATION: San Joaquin County

PROJECT SCOPE: This two-mile segment currently has a wide variety of partially developed and undeveloped portions of roadway along its length.

The project will widen Lower Sacramento Road to four lanes between Turner Road and Route 12 (Kettleman Lane), replace the Woodbridge Irrigation Canal box culvert, construct a raised median, construct street lighting, modify or install new traffic signals, and install city owned utilities, including water, sewer, and storm drains from Kettleman Lane to Turner Road.

The project has been broken into three sub-segments. Sub-segment "A" consists of replacing the Woodbridge Irrigation District Box Culvert. Sub-segment "B" consists of widening Lower Sacramento Road to four lanes from Route 12 (Kettleman Lane) to south of Taylor Road. Sub-segment "C" consists of widening from Taylor Road to Turner Road.

Sub-segments "A" and "B" were completed in the summer of 2000. Sub-segment "C" is scheduled for construction in the Spring of 2001.

Related Projects: Lower Sacramento Road (Segment 2), County sponsored
Lower Sacramento Road (Segment 3), County sponsored

PROJECT COST ESTIMATES (\$2003)		EXPECTED REVENUE SOURCES (\$2003)	
Environmental	\$ 100,300	Measure K – Congestion Relief	\$ 1,883,000
PS&E	\$ 653,200	Measure K – Bike Funds	\$ 8,800
Right-of-Way Acquisition	\$ 163,000	TDA	\$ 617,900
Utilities	\$ 200,000	Impact Fees	\$ 229,300
Construction		STIP	\$ 2,600,000
Sub-segment "A" (Canal bridge)	\$ 278,000	STP	\$ 2,155,000
Sub-segment "B" (Rt 12-Taylor)	\$ 575,000	Utilities Contribution	\$ 200,000
Sub-segment "C" (Widening)	\$ 5,474,500		
Construction Management	\$ 250,000		
Total Cost	\$ 7,694,000	Total Revenues	\$ 7,694,000
		Surplus/(Shortfall)	\$ 0

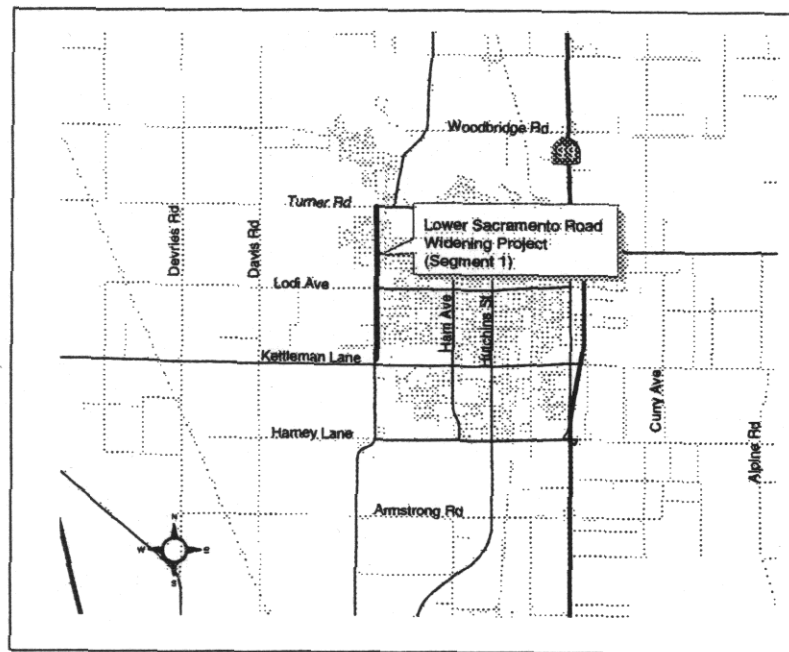
PROJECT SCHEDULE

	Start Date	Completion Date
Preliminary Design/Engineering	Complete	Complete
Environmental Review	Complete	Complete
Right-of-Way Acquisition	Complete	Complete
Final Design	Complete	Complete
Construction – Sub-segment "A"	Complete	Complete
Construction – Sub-segment "B"	Complete	Complete
Construction – Sub-segment "C"	Complete	Complete

ISSUES:

- Cost figures do not reflect the cost of frontage improvements to be done by developers south of Taylor Road.

- This project is a portion of the overall 8.2 mile project to widen Lower Sacramento Road from a basic two lane road to a four lane arterial between the southerly project limit at Bear Creek (just north of the Stockton City limit) to Turner Road in Lodi, a distance of approximately 6.9 miles, and to widen Lower Sacramento Road to three lanes from Turner road to Woodbridge Road, a distance of 1.3 miles. Improvements in the old town area of Woodbridge will be made to Mokelumne Street and Woodhaven/Chestnut Street.
- This project is part of the Special Purpose Plan prepared by the San Joaquin County Public Works Department.
- The portion of Lower Sac from Route 12 (Kettleman Lane) to Harney Lane is expected to be included in an annexation by the City of Lodi.



PROJECT: Route 99/Kettleman Interchange

PROJECT SPONSOR: City of Lodi

INTERESTED PARTIES: Caltrans

PROJECT SCOPE: Widen State Highway 12 (Kettleman Lane) under Highway 99 overcrossing to four through lanes plus turn lanes. Potential improvements include realigning the ramps and replacing the overcrossing structure at ultimate width for Highway 99. Relocating the frontage road north of Kettleman (Beckman Road) easterly is related to this project and will be done either prior to or concurrently with the project.

PROJECT COST ESTIMATES (\$1998)		EXPECTED REVENUE SOURCES (\$1998)	
Project Concept Plan	\$136,620	Measure K	\$741,800
Final Design	\$372,986	Measure K Loan	\$840,000
Environmental Analysis	\$1,500	State: State-Local Partnership	\$232,194
Construction & Right-of-Way	\$3,170,000	State Transportation Improvement Plan	\$942,000
		City of Lodi	\$925,112
Total Cost	\$3,681,106	Total Revenues	\$3,681,106
		Surplus/(Shortfall)	\$0

PROJECT SCHEDULE		
	Start Date	Completion Date
General Plan Circulation Study	Completed	Completed
Project Study Report	Completed	Completed
Project Report & Environmental Review	Completed	Completed
Right-of-Way Acquisition	Completed	Completed
Plan, Specifications & Estimates	Completed	Completed
Construction	Completed	Completed

ISSUES:

- This project was completed in the Summer of 1999. It was several years ahead of the delivery date established in 1990.

PROJECT:

Stockton Street Reconstruction

PROJECT SPONSOR:

Lodi

PROJECT SCOPE: This project will reconstruct Stockton Street from Tokay Street to Lockeford Street. The reconstruction consists of roadway excavation including removal of old asphalt and curb returns. The project will install new asphalt, sidewalks, curb returns, street lights, and storm drain in addition to traffic signal modifications.

PROJECT COST ESTIMATES (\$2003)

Preliminary Design/Engineering	\$ 2,223,902
Final Design	\$ 101,500

Total Cost \$2,335,402

EXPECTED REVENUE SOURCES (\$2003)

Measure K Flexible Congestion Relief	\$1,006,011
Measure K Local Street Repair	\$221,399
STIP	\$257,000
Local	\$850,992

Total Revenues \$ 2,335,402
Surplus/(Shortfall) \$ 0

PROJECT SCHEDULE

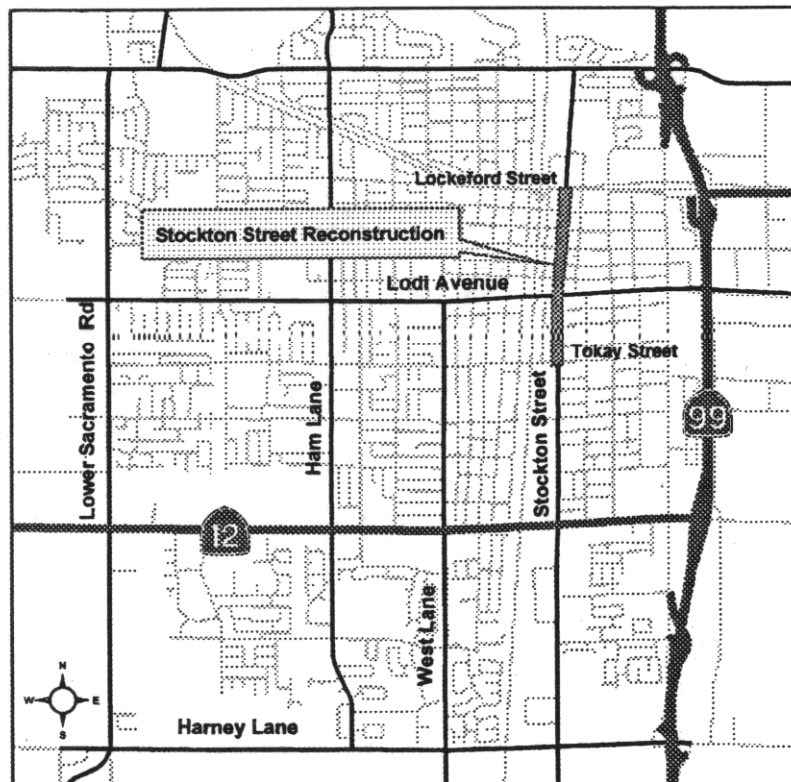
Construction and Construction Utility
 Construction Admin. and Inspection

Start Date
 COMPLETED
 COMPLETED

Completion Date
 COMPLETED
 COMPLETED

ISSUES:

- This project was added to the Measure K Strategic Plan in August 2001.



City of Lodi

Congestion Relief Projects

PROJECT: Lower Sacramento Road (Segment 2)

PROJECT SPONSOR: San Joaquin County

AGENCY COORDINATION: City of Lodi, City of Stockton

PROJECT SCOPE: This Segment 2 Project will widen Lower Sacramento Road (LSR) from State Route 12 (Kettleman Lane) in the City of Lodi to Bear Creek, a distance of approximately 4.9 miles. Included in this initial widening project will be an upgraded at-grade crossing of the UPRR, replacement of the bridges at Bear Creek and Pixley Slough, modified traffic signal systems at Eight Mile Road and Armstrong Road and a new traffic signal system at Harney Lane. Also included will be the realignment and reconfiguration of Lower Sacramento Road and the intersection at Harney Lane.

The portion of Lower Sacramento Road between Eight Mile Road and Bear Creek is expected to be included in an annexation by the City of Stockton.

The portion of Lower Sacramento Road from Route 12 (Kettleman Lane) to Harney Lane is expected to be included in an annexation by the City of Lodi.

The intersection improvements, including traffic signal modifications, at the intersection of Route 12 (Kettleman Lane) and Lower Sacramento Road are included in the City of Lodi sponsored project, Lower Sacramento Road (Segment 1).

NEED: This project is needed to accommodate the anticipated traffic volume increases related to the future growth in the Lower Sacramento Road corridor.

POSSIBLE SEGMENTATION: The County has indicated a desire to segment for construction the portions of Lower Sacramento Road under their sponsorship. The following segments are those identified in the Special Purpose Plan. The sequence of construction of the various segments must be carefully considered to ensure that a workable roadway system in terms of traffic operations is always in place.

Seg. No.	Segment Description
2a	LSR from Bear Creek to Eight Mile Road
2b	LSR from Eight Mile Road to Mettler Road
2c	LSR from Mettler Road to s/o Harney Curve
2d	LSR from s/o Harney Curve to Harney Lane
2e	LSR from n/o Harney Lane to s/o Rt. 12 (Kettleman Lane)

Related Projects: Lower Sacramento Road (Segment 3) County sponsored and Lower Sacramento Road (Segment 1) City of Lodi sponsored.

PROJECT COST ESTIMATES (\$2003)

	2a	2b	2c	2d	2e	Total Segment 2
Preliminary Design	---	---	---	---	---	---
Environmental Review	\$163,000	\$112,000	\$120,000	\$46,000	\$69,000	\$510,000
Right-of-Way Acquisition	\$1,020,000	\$412,000	\$2,006,000	\$1,856,000	\$165,000	\$5,459,000
Final Design	\$490,000	\$337,000	\$361,000	\$138,000	\$207,000	\$1,533,000
Construction	\$4,085,000	\$2,807,000	\$3,009,000	\$1,146,000	\$1,725,000	\$12,772,000
Construction Management	\$490,000	\$337,000	\$361,000	\$138,000	\$207,000	\$1,533,000
Total Cost	\$6,248,000	\$4,005,000	\$5,857,000	\$3,324,000	\$2,373,000	\$21,807,000

EXPECTED REVENUE SOURCES (\$2003)

Measure K	\$13,575,266
STIP	\$1,856,000

Total Revenues
Surplus/(Shortfall)

\$15,431,266
(\$6,375,734)

PROJECT SCHEDULE

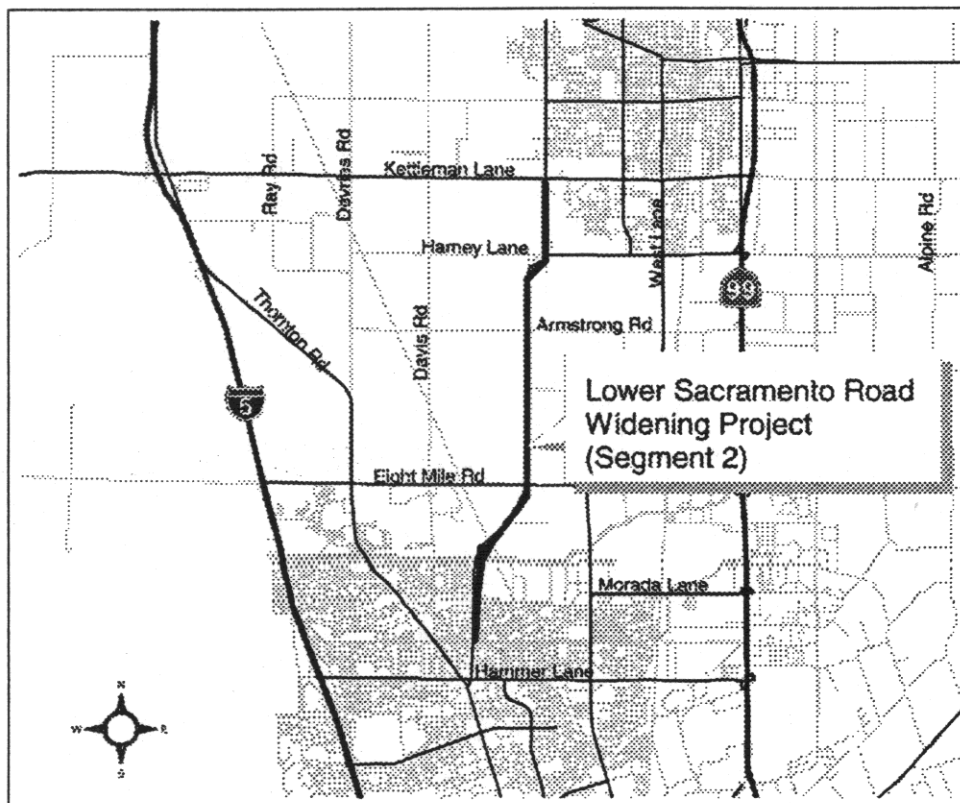
Segment 2a	Environmental Review Right-of-Way Acquisition Final Design Construction Construction Management	n/a n/a n/a n/a n/a	Start Date	n/a	Completion Date	n/a
Segment 2b	Environmental Review Right-of-Way Acquisition Final Design Construction Construction Management	n/a n/a n/a n/a n/a	Start Date	n/a	Completion Date	n/a
Segment 2c	Environmental Review Right-of-Way Acquisition Final Design Construction Construction Management	04/05 04/05 04/05 05/06 05/06	Start Date	04/05	Completion Date	05/06
Segment 2d	Environmental Review Right-of-Way Acquisition Final Design Construction Construction Management	03/04 02/03 03/04 04/05 04/05	Start Date	03/04	Completion Date	04/05
Segment 2e	Environmental Review Right-of-Way Acquisition Final Design Construction Construction Management	03/04 02/03 03/04 04/05 04/05	Start Date	03/04	Completion Date	04/05
Segment 2f	Environmental Review Right-of-Way Acquisition Final Design Construction Construction Management	03/04 02/03 03/04 04/05 04/05	Start Date	03/04	Completion Date	04/05
Segment 2g	Environmental Review Right-of-Way Acquisition Final Design Construction Construction Management	03/04 02/03 03/04 04/05 04/05	Start Date	03/04	Completion Date	04/05
Segment 2h	Environmental Review Right-of-Way Acquisition Final Design Construction Construction Management	03/04 02/03 03/04 04/05 04/05	Start Date	03/04	Completion Date	04/05
Segment 2i	Environmental Review Right-of-Way Acquisition Final Design Construction Construction Management	03/04 02/03 03/04 04/05 04/05	Start Date	03/04	Completion Date	04/05
Segment 2j	Environmental Review Right-of-Way Acquisition Final Design Construction Construction Management	03/04 02/03 03/04 04/05 04/05	Start Date	03/04	Completion Date	04/05
Segment 2k	Environmental Review Right-of-Way Acquisition Final Design Construction Construction Management	03/04 02/03 03/04 04/05 04/05	Start Date	03/04	Completion Date	04/05
Segment 2l	Environmental Review Right-of-Way Acquisition Final Design Construction Construction Management	03/04 02/03 03/04 04/05 04/05	Start Date	03/04	Completion Date	04/05
Segment 2m	Environmental Review Right-of-Way Acquisition Final Design Construction Construction Management	03/04 02/03 03/04 04/05 04/05	Start Date	03/04	Completion Date	04/05
Segment 2n	Environmental Review Right-of-Way Acquisition Final Design Construction Construction Management	03/04 02/03 03/04 04/05 04/05	Start Date	03/04	Completion Date	04/05
Segment 2o	Environmental Review Right-of-Way Acquisition Final Design Construction Construction Management	03/04 02/03 03/04 04/05 04/05	Start Date	03/04	Completion Date	04/05
Segment 2p	Environmental Review Right-of-Way Acquisition Final Design Construction Construction Management	03/04 02/03 03/04 04/05 04/05	Start Date	03/04	Completion Date	04/05
Segment 2q	Environmental Review Right-of-Way Acquisition Final Design Construction Construction Management	03/04 02/03 03/04 04/05 04/05	Start Date	03/04	Completion Date	04/05
Segment 2r	Environmental Review Right-of-Way Acquisition Final Design Construction Construction Management	03/04 02/03 03/04 04/05 04/05	Start Date	03/04	Completion Date	04/05
Segment 2s	Environmental Review Right-of-Way Acquisition Final Design Construction Construction Management	03/04 02/03 03/04 04/05 04/05	Start Date	03/04	Completion Date	04/05
Segment 2t	Environmental Review Right-of-Way Acquisition Final Design Construction Construction Management	03/04 02/03 03/04 04/05 04/05	Start Date	03/04	Completion Date	04/05
Segment 2u	Environmental Review Right-of-Way Acquisition Final Design Construction Construction Management	03/04 02/03 03/04 04/05 04/05	Start Date	03/04	Completion Date	04/05
Segment 2v	Environmental Review Right-of-Way Acquisition Final Design Construction Construction Management	03/04 02/03 03/04 04/05 04/05	Start Date	03/04	Completion Date	04/05
Segment 2w	Environmental Review Right-of-Way Acquisition Final Design Construction Construction Management	03/04 02/03 03/04 04/05 04/05	Start Date	03/04	Completion Date	04/05
Segment 2x	Environmental Review Right-of-Way Acquisition Final Design Construction Construction Management	03/04 02/03 03/04 04/05 04/05	Start Date	03/04	Completion Date	04/05
Segment 2y	Environmental Review Right-of-Way Acquisition Final Design Construction Construction Management	03/04 02/03 03/04 04/05 04/05	Start Date	03/04	Completion Date	04/05
Segment 2z	Environmental Review Right-of-Way Acquisition Final Design Construction Construction Management	03/04 02/03 03/04 04/05 04/05	Start Date	03/04	Completion Date	04/05

ISSUES:

- The Special Purpose Plan was adopted by the Board of Supervisors in August, 2000. The Plan does not provide improvement plans for Segment 1 (between Turner Road to Kethleman Lane) because the City of Lodi is preparing its own design study.
- County constructed interim improvements at the Lower Sacramento Road/Armstrong intersection. These will be considered and modified as appropriate for the widening of Lower Sacramento Road.
- The future railroad separation at the UPRR is assumed to be by others, not a Measure K project.
- This project is a portion of the overall 8.2 mile project to widen Lower Sacramento Road from a basic two lane road to a four lane to six-lane arterial between the southerly project limit at Bear Creek (just north of the Stockton City limit) to Turner road in Lodi, a distance of approximately 6.9 miles, and to widen Lower Sac to three lanes from Turner road to Woodbridge Road, a distance of 1.3 miles. Improvements in the old town area of Woodbridge will also be made to Mokelumne Street and Woodhaven/Chestnut Street.

ISSUES (Continued):

- The portion of Lower Sacramento Road from Route 12 (Kettleman lane) to Harney Lane is expected to be included in an annexation by the City of Lodi. The City has taken the lead for development of the project, including construction.
- The portion of Lower Sacramento Road between Bear Creek and Eight Mile Road is expected to be included in an annexation by the City of Stockton. This segment is to be constructed by the City of Stockton when necessitated by development.
- In 2000, Board approved an additional \$4.5 million of Measure K funds for this project.
- On December 7, 2000, the COG Board approved \$2,475,000 in STIP funds to be applied to Lower Sacramento Road. Documentation has been submitted to COG indicating that \$1,856,000 in STIP allocation is to be applied to Harney Lane to Kettleman segment 2e. The remainder, \$619,000 was applied to Segment 3b.



City of Lodi

Bicycle Facilities Projects

PROJECT:

Century Blvd. Bicycle and Pedestrian Path

PROJECT SPONSOR:

City of Lodi

INTERESTED PARTIES:

PROJECT SCOPE: Construct a Class II bicycle and pedestrian bike path along Century Blvd. between Stockton and Church Streets across the Union Pacific Railroad tracks.

PROJECT COST ESTIMATES (\$2003)

Preliminary Engineering	\$13,800
Right-of-Way Acquisition Leasing	n/a
Construction & Inspection	\$138,200
Total Cost	\$152,000

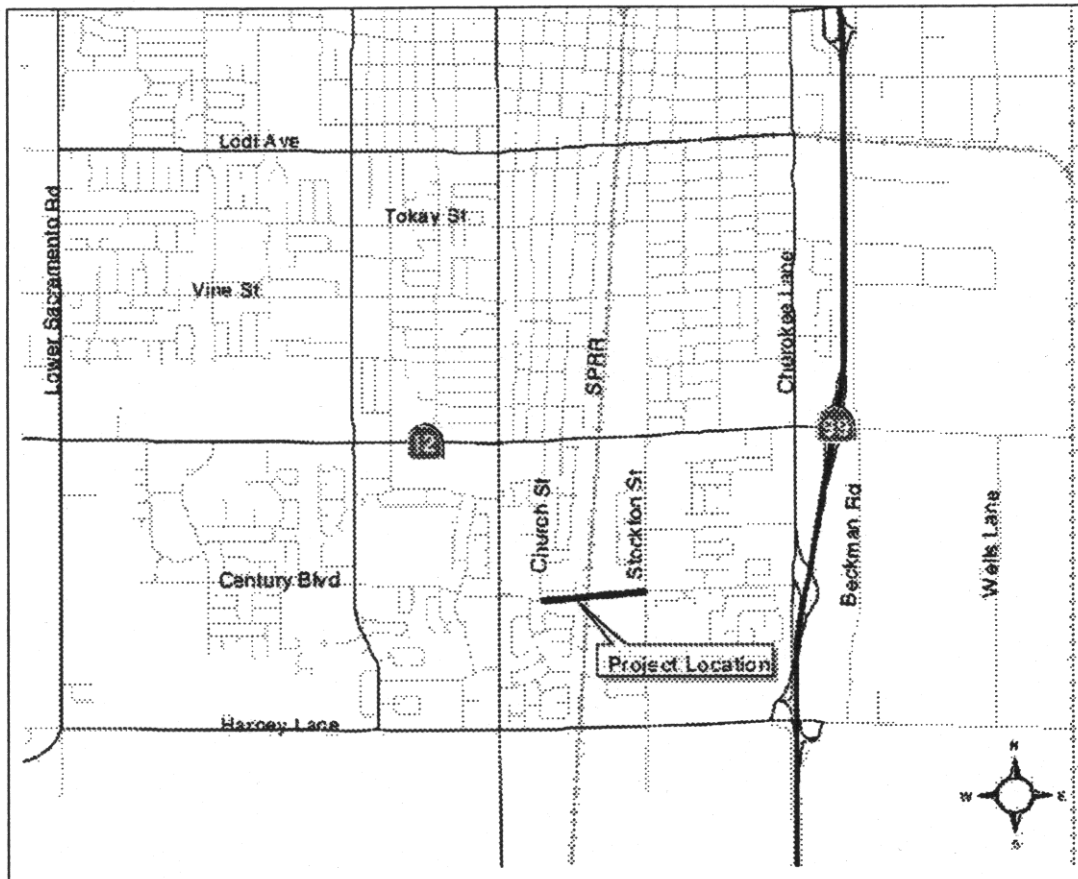
EXPECTED REVENUE SOURCES (\$2003)

Measure K	\$39,520
Total Revenues	\$39,520
Surplus/(Shortfall)	\$(112,480)

PROJECT SCHEDULE

Start Date
98/99

Completion Date
Unknown at this time



PROJECT:

Lower Sacramento Road Bicycle Lanes

PROJECT SPONSOR:

City of Lodi

IN CONSTRUCTION**INTERESTED PARTIES:**

PROJECT SCOPE: Construct bicycle lanes on Lower Sacramento Road between Turner Rd. and Harney Lane as part the overall widening project on Lower Sacramento Road.

PROJECT COST ESTIMATES (\$2003)

Preliminary Engineering	\$1,100
Right-of-Way Acquisition Leasing	n/a
Construction & Inspection	\$9,900

Total Cost \$11,000

EXPECTED REVENUE SOURCES (\$2003)

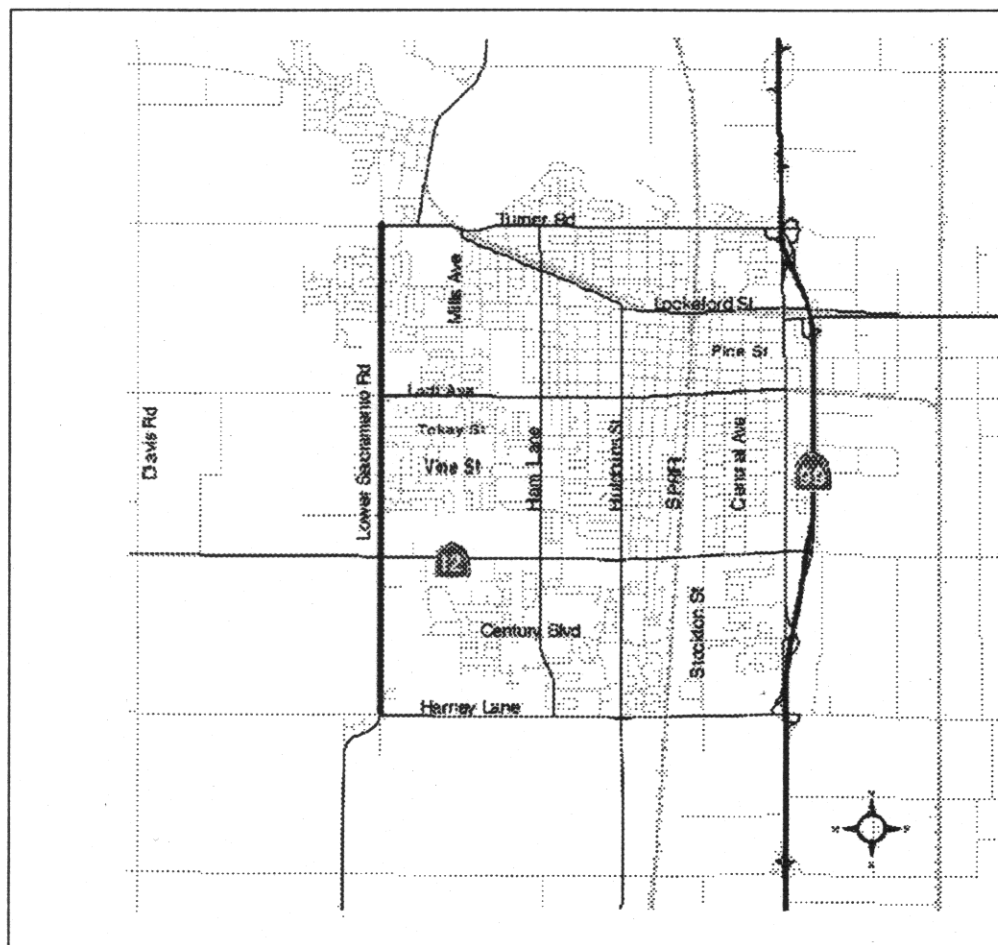
Measure K	\$8,800
TDA	\$2,200

Total Revenues \$11,000
Surplus/(Shortfall) \$0

PROJECT SCHEDULE

Start Date
99/00

Completion Date
03/04



City of Lodi

Bus Transit Projects

2003 MEASURE K STRATEGIC PLAN**BUS TRANSIT PROJECTS**

PROJECT: Lodi Grapeline Frequency Improvements

PROJECT SPONSOR: City of Lodi

INTERESTED PARTIES: San Joaquin Regional Transit District

OPERATING NOW

PROJECT SCOPE: Frequency improvements to Grapeline transit service for peak hour, commuter period.

PROJECT COST ESTIMATES (\$2003)

Total Operations (from FY 02/03 through 04/05) \$1,312,290

EXPECTED REVENUE SOURCES (\$2003)

Measure K for Operations (66%) \$867,000

Other (FTA, Rental Income, TDA, Farebox) \$445,290

Total Cost \$1,312,290

Total Revenues \$1,312,290
Surplus/(Shortfall) 0

PROJECT SCHEDULE

Operations

Start Date
02/03

Completion Date
10/11

ISSUES:

- This project was added into the Strategic Plan in March 2000. A Measure K allocation was not identified at that time.
- On April 2002, the SJCOG Board approved funding in the amount of \$289,000 for this project from FY 02/03 through 04/05. The funding reflects 66% of projected operation costs.

City of Lodi

Railroad Safety Crossing Projects

PROJECT:

Lodi Central City Rail Safety Project

PROJECT SPONSOR:

City of Lodi

PROJECT SCOPE: The project consists of the removal of Central California Traction Company tracks presently located on Lodi Avenue, improving those streets, providing rail service along the unused Union Pacific (formerly Southern Pacific) Kentucky House Branch, and making various improvements to the Branch and adjacent streets.

PROJECT COST ESTIMATES (\$2003)

Preliminary Engineering	\$240,000
Environmental Review	\$100,000
Right-of-Way Acquisition	\$75,000
Final Design	\$400,000
Construction	\$6,694,000

Total Cost **\$7,509,000**

EXPECTED REVENUE SOURCES (\$2003)

Measure K: Congestion Relief	\$2,973,133
Measure K: Railroad Crossings	\$4,060,385
City of Lodi	\$813,000

Total Revenues **\$7,509,000**
Surplus/(Shortfall) **\$0**

PROJECT SCHEDULE

	Start Date	Completion Date
Preliminary Design/Engineering	01/02	02/03
Environmental Review	02/03	03/04
Construction	04/05	06/07

ISSUES:

- In March 2000, COG Board approved an additional \$2 million in Measure K funds to this project.

